## YACHTING.

ASHBURY ONCE MORE TO THE BREACH.

Must Have Twelve Matches or Will Not Race.

He Considers the Action of the New York Yacht Club "a Settler." and Will Sail the Livonia Over the Course and Bemand the Cup, Which He Does Not Expect to Get.

The Correspondence To Be Fub. lished in England.

The British Commodore, as a Representative Tachtsman, Insists Upon His "Rights," and No Favors Asked-Interview with the Gentleman at Large.

Pondering over the mutability of human affairs, and being at the same time in a somewhat nautical frame of mind, a representative of the HERALD Strange enough, the thought occurred to him alling on his triend Mr. Ashbury, and so the id representative quietly "turned in" to the Breveort House, which remains at anchor at the as seated in a snug little rooms, and apeared to be in the best of spirits, lookag as if he had just come down from reefing ails and had completed his share of that ortant task to his entire satisfaction. But he is engaged in a far nobler occupation hat of writing a letter to the NEW YORK HERALD which may be found elsewhere. There was deter on having his way. The reporter was anxious to rtain what action Mr. Ashbury would adopt in the New York Yacht Club, passed at their meeting resterday, and setting forth that three races were proposed over the club course and three races over an outside course, as suggested by the English yachtsmen, around the Lightship, with an extra race in case there should be a tie. After the customary and friendly inquiries after health and a little chat on the state of the weather, the resorter came to the point, and the following are sub tially the views of the Commodore upon the

REPORTER-Well, Commodore, what action do you propose taking on the action of the Sub-Comittee of the New York Yacht Club?

Mr. ASHBURY -Oh, that's a settler, you know, REPORTER—And you won't agree to it?

Mr. ASBBURY-Oh, not at all. I couldn't think of It for a moment. Absurd, you know.

os course you know what you are about. Mr. ASDBURY-Ah, well, you see it's too much.

They want to sall six races and I want twelve. So that's the end of it. REPORTER-Of course you'll send a communication to the committee, setting forth your views on

the subject? Mr. ASHBURY-Oh, yes. They request me to give shem an article by way of reply before one o'clock

REPORTER-Have you any objection to say briefly nat the purport of your article will be?

WHAT HE WILL DO. Mr. ASBBURY-Not at all, my dear sir. You see at this moment, I have not exactly decided what I shall do. I don't know whether I shall reply declining the proposal and intimating that I shall give instructions for the immediate return of the Livonia to Europe, or whether I shall intimate that cannot accept their proposition and that I will do simply one of two things—first, to send my yacht home at once, or to fall back upon my rights the representative of twelve different clubs and give the club official notice that I am prepared to carry out the twelve races over the club course; that, in the event of there being no vessel at the starting point to meet the Livonia, she will sail over care to have a member of the club on board who

ance with the rules and regulations. REPORTER-And you expect the club would give you the prize "going it alone ?"

will notify that I did sail over the course in accord-

me the cup. REPORTER-It's very probable they would not.

Mr. ASHBURY-I should officially intimate to the Becretary that I had sailed over the course and considered the Dake of Edinburg's Club would be entitled to the cup, and on my return to England I should officially intimate to the Royal Albert Yacht

Club that, in accordance with the deed of trust, the

Queen's Cup belonged to them.

REPORTER—Might not the New York Yacht Club decline to hand over the cup to the Duke of Edinburg's Club?

then simply be a question whether the tweive challenges had been given in accordance with the conditions under which the cup was held and whether I had sailed in accordance with them.

REPORTER—Now, Commodore, do you expect to

win the cup, in case the twelve races are sailed? Mr. Ashbury—Well, perhaps I might; but I should consider I wa sailing under a disadvantage. I object to the course, for instance, and to their having centreboard boats. SURPRISE OF THE BRITISH PEOPLE.

REPORTER-Don't you think the British people would be surprised at your taking such extreme steps as sending the Livonia home to England with out having done something to win the prize?

Mr. ASHBURY-Of course. There would be rather a great amount of surprise. The British people will will be to publish the challenge of the 12th of August and the correspondence which has taken place with the sub-committee and send copies of it without comment to the sporting papers; not to the Times or Standard or Daily News, you know, but to the sporting papers and to all the yacht clubs, leaving them to judge for themselves whether I was right in considering that I represented tweive clubs and whether I should have accepted seven races, as

proposed by the committee.

REPORTER—You don't, of course, consider yourself indebted to the New York Yacht Club for any oncessions made to you?

Mr. ASHBURY-Well, ves. Certainly I am

INDEBTED FOR ONE CONCESSION.
They are entitled to six menths' notice, and if they had not waived that question of course I could not have come this summer. On that question I am indebted, but no more. They have not made one con

REPORTER—Pardon me, Commodore, but there is really a prevailing opinion that you want to nave everything your own way. Indeed, some people bink, perhaps erroneously, that you would like to

"A SCRE THING OF 17."

"A SURE THING OF 11,"

to use the popular expression?

Mr. Ashbury—Ah, well, my friend, I would like
to sail tweive races, to which I am entitled, you
know, and that one vessel should be pitted against
me and to be named before the day, and take her
chances of the weather the same as I do. Beyond
that the only question in dispute at this very moment is that the meeting how oders to give me
seven races, and I want all of tweive. My friend, I
have not come out for seven claus—I have come out
for tweive. If I am entitled to seven i sim entitled
to tweive, you see. Now, the great, object I have in
being firm on this point is on a matter of principle;
for in this I maintain that every yach, club in England can send a challenge on the same day if they
think proper.

Reforder—It is a pity they don't, Commodore,
It would be very interesting.

It would be very interesting.

Mr. Ashbura — Wait now. If I accepted the even races the impression might prevail that I was receiving that number as a point to win. Because I won a majority of races under that hag one of the other clubs might claim the prize, on the ground that they had given me their certificates on the pu-

derstanding that I was to my their mag, which no thoubt was the case.

derstanding that I was to ny their hag, which not loubt was the case.

REPORTER—Suppose you sailed the twelve races and the result was six and six, what then?

Mr. ASHBORY—Such a result is possible, but not probable. In that case it would be a tie, and it would be entirely for the club to corsider whether they would give an odd race. Of course they would have no right to do so.

REPORTER—Now, Mr. Ashbury, what is your substantial ground of objection to the proposition of the wab-committee. The America had only one race against a feet and the New York Yacht Club offer to give you six races, and your opponents to be single vessels?

Mr. Ashbory—If I had come out here with seven certificates it would be different, but I have come out with twelve, and the twelve are just as binding and just as

certificates it would be different, but I have come out with twelve, and the twelve are just as binding and just as

FORMAL AND OFFICIAL
as the seven are.

REPONTER—Would it not be much easier for you to sail seven races instead of twelve. You said on a previous occasion that you would be placed at a disadvantage in saling twelve races consecutively, inasmuch as it would be an act of favor and courtesy and not as an act of right?

HEPORTER—BO you think the members of the New York Yacht Club generally wish to do anything unfair or unsportsmanlike?

Mr. ASHBURY—I maintain that matters at present indicate acts which in England would be considered that is, as salling over the course and the dispute about the four vessels according to the weather. In all other respects I think that the members have behaved fairly enough. I think, however, that they have decided upon the number of races without having studied or carefully weighed the challenge and the deed of frust.

REPORTER—You must have studied the deed of frust closely, Commodore. You got to windward there.

Mr. ASHBURY—You must have studied the deed of the that in that. Pretty good, wasn't it.

REPORTER—Taking about concessions, Mr. Ashbury, the yacht America did not get many concessions from the English yachtsmen.

Mr. ASHBURY—Yes, the yacht America salled that race in '51 with time allowance, and if she had sailed in accordance with the club rules she would not have won the race. At the same time, aimough she would not have won the race. At the same time, aimough she would not have went the race is the would nordinary match sailing. Atthough I say she would nordinary match and in the had sailed in accordance with the club rules she would not have beaten anything in England in ordinary match any long the same would not have beaten anything in England that could have beaten her.

REPORTER—Taki's very clear; but there are many wouldn't believe it, Commodore.

REPOLTER -That's very clear; but there are many wouldn't believe it, Commodore,
Mr. ASHEURY—I am willing to sail this race with
time allowance according to the rules of the club.
REPORTER—If I understand you, Mr. Ashbury, unless you regarded this as a national thing on your
part you would not perhaps insist upon so many
races.

Mr. Ashbury—There you have it. You see, if I were here in my
I would give a series of challenges and enter for every race, and it would be quite optional for the club to take up my challenges or not.

REFORTER—If you decide to send the Livonia to England or sail over the course and demand the cup, do you intend to sail any private matches?

Mr. Ashbury—No, not one.

REFORTER—You claim to fly the fing of twelve different clubs?

Mr. Ashbury—Yes, of course I do.

REFORTER—Suppose the club were to allow you to sail twelve races, would you sail under the Hoyal Harwich Yacht Club fing alone and never mind the others?

REPORTER—Suppose the club were to allow you to sail twelve races, would you sail under the Hoyal Harwich Yacht Club flag alone and never mind the others?

Mr. Ashbury—As an act of courtesy it would place me in a false point to win, because if I won in a majority of cases under that flag one of the other clubs might claim the prize on the ground that they had given me their certificate on the understanding that I would fly their flag, which would no doubt be the case.

REPORTER—Suppose you raced twelve races and the result was six and six, what then?

Mr. Ashbury—Well, such a result no doubt is possible, but hardly probable. In that case it would be a tie, and it would be for the club to consider whether they would give an odd race.

REFORTER—Why don't you accept the proposition of the sub-committee? They offer you seven races.

Mr. Ashbury—If I had come out here with seven certificates it would be different, but I have come out with twelve, and it is just as binding and just as formal and official as the seven are.

REPORTER—Wouldn't it be much easier to sail seven races instead of twelve, which, occurring consecutively, would fatigue your crew, while those of other vessels would be fresh every day?

Mr. Ashbury—No such question arises. I have come out for a special purpose and I am bound to have my twelve races. The only concession I could make would be to consent to eleven races instead of twelve, the cdd number to prevent what would be a jasco if it should happen to be a tie, or six to six.

REPORTER—Suppose the twelve races were sailed, would you have any objection to let the Livonia remain for three or four private matches?

Mr. Ashbury—If there was any particular wish I would be very glad to enter for four or five races.

REPORTER—I suppose, Commodore, you would race the Sappho, for instance, over the club course, say for a \$1,000 cup, to make it interesting?

Mr. Ashbury—Well, side would be fained a fair chance of doing so if it blew a good

Ten Knort berease.

REPORTER—If you sailed the twelve races and

REPORTER-In that case would you come for one REPORTER—In that case would you come for one yacht club or for several?

Mr. Ashbury—Assuming the clubs were satisfied with my course here in having refused a race, they would give me their certificates again, as well as other clubs, perhaps.

Mr. ASSERTY-Oh, yes. REPORTER-If you sail over the course alone it

Mr. ASHRURY—Oh, yes.

REPORTER—It you sail over the course alone it will show you mean business.

Mr. ASHRURY—I know I can do it. The only question is whether I will do it. I think I will.

THE CHALLENGE.

REPORTER—In your challenge of the 12th August I see the list of clubs numbered from one to twelve?

Mr. ASHRURY—The object of the numbers is to show I had no partiality for my own club, of which I am Commodore, or any other club particularly. A committee of the Royal Thames Yacht Unb unomically, at my request, balloted for that, and I promised that I would race for the digerent clubs in the way they came out and the odd number winning the race, why the cup was to go that club, which now I could not do, in consequence of the New York Club insisting that I should sail the races under the flag of the Royal Harwich Yacht Club?

Mr. ASHRURY—Oh no; as I would sail seven races out of twelve, in that case I would hoist the flags in their order, that of the Duke of Edinburg coming first.

Reporter—But you will give official notice to the

REPORTER-But you will give official notice to the club of your intention?

Mr. Ashsury-I shall give notice fixing the day and time in the event of my coming to the conclusion to adopt that course, and it is very probable I will.

already communicated.

REPORTER—If the Livonia goes home in two or three days what will you do with yourself, com-

three days what will you do with yourself, commodore?

Mr. ASHBURY—My mother and a friend are in Canada. I should then, the next day, go to Canada and bring them to New York, and take them home as quick as possible.

REPORTER—When will you sail over the course?

Mr. ASHBURY—If I can be sure there would be no yacht against me I should sail on Thursday, but the possibility of a yacht being sent out would make me take as much precaution as if it were a race by announcement. I should then sail over the course on Friday and Saturday.

This brought the conversation to a close, and the Commodore resumed the writing of his letter to the Herald, which will be found below.

## LETTER FROM MR. ASHBURY.

BREVOORT HOTEL, New York, Oct. 16, 1871.

TO THE EDITOR OF THE HERALD:-SIR-I regret having occasion to trouble you with this letter at a time your valuable space is so much needed for the disastrous Chicago fire and the Tammany exposure.

The writer of your to-day's leader on the '51 Cup

had evidently not seen or read my correspondence with the Sub-Committee, and I beg, therefore, the favor of this insertion as a reply thereto.

First—The New York Yacht Club waived the six months' notice, which, I admit, they possess the right to require, hence the Livonia being in New York.

right to require, hence the Livonia being in New York.

Second—Although objecting to the usual club course, I consented to sail over it.

Third—Although objecting to centre-board yachts entering against the Livonia, I admitted the club could do so, and I consented to their entering.

Four:h—Although objecting to the club having the Sappho, Danntless (keel yachts), Columbia and Paimer (centre board) to send out, according to the state of the weather, and rejusing to fix their days beforehand, I consented to its being done.

Fifth—I suggested the club should give the four selected yachts three races each, fixing their days beforehand, and let them take their chance of the weather. Refused.

South—I gave the club the option of selecting twelve of their fastest yachts, keel or centreboards, one for each race. Refused,

Serenth—I offered to allow the entire fleet of the New York Yacht Club to enter for the series over the club course, in which case I should sail for all the clubs consecutively. Refused.

Right—On the 7th June the club was now later from distinct clubs, thus:—

Ashrersy to Commonous Exhibits.

The supulated notice having been waived the several clubs

Eighth—On the 7th June the club was advised in the following terms, that various challenges would be sent from distinct clubs, thus:—

Asserts to Commondes Bennett, New York Yaont Club.

The eighth—on the clubs are the everal clubs will shortly send you necessary certificates for the Livonia's matches some time in October.

Do the 12th of August twelve official challenges

were forwarded in full accordance with the deed of trust and club rules, and, until the past rew days, no intimation was ever made that exception could or would be taken to such a number of races being sailed. I do not admit their right to do so; but if, as a matter of convenience, they desired fewer races, I think all disinterested readers will say I should have been advised before the Livonia left England. I have not come here to negotiate terms, but to comply with the conditions of the challenge issued by the twelve clubs, each of whose flax I can my consecutively in the series of races.

come here to negotiate terms, but to comply with
the conditions of the challenge issued by the twelve
clubs, each of whose flax I can fly consecutively in
the series of races.

Ninth—I claimed that as representing twelve separate clubs i was entitled to as many distinct races,
and could thereby have taken the cup if the Livonia had won one single race. In my challenge of
the 12th August I waived this right, and proposed
seven out of twelve to wins.

Tenth—The New York Yacht Club required, in the
first instance, that I should sail the twelve races
under the Royal Harwion Yacht Club flag. Their
are no grounds for their doing so, but I waived the
question to prevent a controversy.

Eleventh—From these remarks it will be noted
that the only concession the club has made was to
suspend the six months clause, a complimentary
concession which has been no inconvenience or disadvantage to the club.

Twelfth—With a view to bring about the series of
races I have given way on every point except as
regards the number of recev. If any capities to

advantage to the ciuo.

Iwelfth—With a view to bring about the series of races I have given way on every point except as regards the number of races; If I am entitled to three, five or seven, as suggested, I am entitled to twelve, as all the certificates were sent at the same time and on the same conditions.

Thirteenth—The question of the number of races is the only point in dispute. I cannot modify the number, and it only remains for me to at once send back the kivonia or sail over the course and claim the cup.

back the twonia or sail over the course and claim the cup.

Fourteent:—I consider myself under no obligation to New York Yacht Club; but I cannot conclude without remarking that, if the terms had once been settled. I could have fully depended on receiving the same fair play as I experienced last year when I unsuccessfully contested for the '51 cup.

Yours-truly,

Commodore Royal Harwich Yacht Club and representing twelve yacht clubs.

#### NEW YORK YACHT CLUB.

Meeting of the Club Yesterday in Reference

to the International Races.

A meeting of the New York Yacht Club was held esterday afternoon at the lower Deimonico's, to take action in reference to the forthcoming international yacht races. Commodore Bennett presided.

Schooners—Alice, Columbia, Dauntless, Eya, Enchantress, Fleur de Lis, Foam, Idler, Madeleine, Madgie, Magic, Palmer, Rambier, Sappho, Tidal Wave, Wanderer, Dreadnaught and Resolute. Sloops—Gracie, Josie and Sallie E. Day.

Steamer—Jeanette.

The following correspondence between Mr. Ash-

OFFICE OF THE SECRETARY OF THE NEW YORK YACHT CLUB, NO. 25 BEOAD STREET, Oct. 5, 1871.
TO JAMES ASHEURY, COMMODORE ROYAL HE ROYAL To Commodore James Ashbury, Commodore Royal Harwich Yacht Club:

Dear Sir—At a special meeting of the New York Yacht Club, beld on the 4th inst., a committee to take charge of all things necessary for the races for the America's Cup with the Livonia was appointed, consisting of the following gentlemen:—Messra M. H. Grinnell, R. S. Cone, Sheppard Gandy, Philip Schuyler and C. A. Minton.

Respectfully yours.

BREVOORT HOTEL, NEW YORK, Oct. 5, 1871.

TO THE SPECIAL COMMITTEE OF THE NEW YORK YACHT CLUB:-

I remain, gentlemen, yours truly,
I remain, gentlemen, yours truly,
I remain, gentlemen, yours truly,
In reply to this the committee wrote as follows:

SECRETARY'S OFFICE, 26 From street, Oct. 6, 1871.
Mr. JANES ASHBURY, COMMODORE ROYAL HARWICH I Jacks

We remain yours truly.

NOSES H. GRINNELL, Chairman.

SHEPPARD GANDY.

R. S. CONE.

Per C. A. MINTON, Secretary.

MR. ASPERUNY'S SECOND REPLY.

BERVOORY HOUSE. New YORR, Oct. 7, 1971.

TO THE SPECIAL COMMITTER OF THE NEW YORK YACHT CHESTER'S SECOND REPLY.

TO THE SPECIAL COMMITTER OF THE NEW YORK, Oct. 7, 1971.

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TO THE SPECIAL COMMITTER OF THE NEW YORK, Oct. 7, 1971.

I have no alternative but to accept the usual circh one, as now stipulated by yon, unless you are prepented to take the Newton't course, which would note that the Newton't course, which would not be committed that although from porning out to the committee that although from porning out to the committee that although from the case if they raced in the smooth waters of a land-to-special to the second of the s

this is declined then I at least will demur to the four yachts you have selected; but I call upon you to let them each sail three races and fix the days prior to the first race. It afforces me much pleasure to assent to your desire to commence the races on the 14th, in lieu of the 13th, as suggested on the other dates to remain the same, so as to give occasional days for resting my crew, and for slight repeated on the other dates to remain the same, yours fruly.

Commodore Royal Harwich Yacht Club.

After another letter from Mr. Ashbury of the same tenor, dated the 9th, the committee sent him the following:—

OFFICE OF THE SECRETARY OF THE SECR

by Captain Williams Voorbes, it was

Resolved, That the special committee be instructed to
strange with Commodore Ashbury, as representative of the
Royal Harwich Yacht Club only, for a series of races, to determine the possession of America's Cup, to consist of three races over the regular course of
the New York Yacht Club, and three over an outside course,
twenty miles out from the lightship and return. In case of a
tile another race over one of the above named courses, to be
decided by the committee, shall be sailed. In all other matters the races shall be subject to the rades and regulations of
the New York Yacht Club. The winner of a majority of
races shall determine the possession of the cup.

The meeting advanced about three overlock. The meeting adjourned about three o'clock.

### THE RACE FOR THE QUEEN'S CUP.

Rights and Duties of the New York Yacht Cinb-Mr. Ashbury's Objections Consid

ered. TO THE EDITOR OF THE HERALD :-

The season of yachting is rapidly drawing to its conclusion, and we are glad to see that recent events noid out the promise that its winding up will be as eventful and felicitous as was its commencement. The recent arrival of the champion yacht of England in our waters in search of the long lost cup (twenty years), and the judiclous action of the New York Yacht Clib in that connection at their special meeting, mean, as we understand it, precisely that which her owner has avowed as his object in crossing the "- ig pond"—to wit, business. And the no less judicious selection by the club of the committee chosen for arranging the details of the accepted challenge is a guarantee that the business to be transacted will be done in as sportsmanlike and liberal a manner as the importance of the matter, in a national point of view, will admit, having also in view the onerous, but not, perhaps, hopeless, task of rewinning that cup, should it be lost, in the face of a, nautically speaking, iniquitous "Thames measurement" and the entire exclusion of one of also by their rules legislating directly in favor of their own and as directly adverse to our type of vessel, for the rules of the Royal Yacht Squadron vir-

committee, and they, no doubt, will give the Livonia and her owner all and no more than he is entitled trust from the original owners of the yacht America ication of which we would suggest for the efit of Mr. Ashbury, as well as the members of

tually "weight" beam, and give, as it were, a pre

a republication of which we would suggest for the benefit of Mr. Ashbury, as well as the members of the different yacht clubs of England, whose duly-appointee representative he is. He as well as they will then see that even the so-called "Queen's Cup" cannot, if won, be bandled about among the yacht clubs of England, as well as certain other considerations of moment in that connection of which at present they seem wholly ignorant.

We have been no less agreeably impressed with the action of the club at the same meeting upon another and more strictly domestic subject, and which evinces that the "oid leven" which has pervaded the club from its organization ztill continues to animate its now corporate body, manifested by the complimentary resolutions passed in relation to the retirement from office of their late executive officers—a tribute the club have never failed to pay to those retiring officers who have devoted themselves to the well being of the association and been faithful in their stewardship—a "custom or usage more honored in the observance than the breach."

In reference to the action of the club at that meeting in respect to the well being of the association and been faithful in their stewardship—a "custom or usage more honored in the chalenge of the owner of the club fully comprehend their rights as well as their duties in view of all the circumstances of the wonder and surprise is how Mr. Ashlury and the tweive foreign clubs he represents—sportsmen, too, as they are presumed to be—should have so totally ignored the very document which alone gives them any rights of privileges whatever as to propose a series of tweive consecutive races, the first one of which might change the ownership of the thing contested for. Setting aside the utter and entire impracticability of the proposal, we naturally are led to the canquiry as to the motive prompting the proposal of the concentration of the donors of the cup, as contained in the irdeed of trust? Is it a "challenge cup," to be fairly contested for and woo, t on "nukes" (to use the elegant sing in the vernacular of the English dockyards)? The owner of the
Livonia modestly asks the New York Yacht Club to
please to give him twelve chances at the
winning of the royal cup; his vessel may
be beaten eleven times, but an accident to his
competitor on the twelfth transfers the
possession of the "much-coveted prize." Nantical
or other ambition may be the spur upon the wing
of the ostrich that pricks the sides of Mr. Ashbury's
intent to carry back the "long lost cap;" out what,
we may farry ask, could have induced the members
of the various clabs he represents to sanction—for
he expressly avers that they require of him such
action in the premises—a proposition or conditions
for a nautical contest so utterly at variance and in
the very "teeth and eyes" of one of their own expressed and most laudable and proper rules, said
rule being "grounded—to use their own expression—
on the plain principle that all attempts to win a
match by other means than fair salting and superior
speed and skill should be prevented," &c. ? The
yachtsman's motto, who is presumed to be a true, on the plain principle that all attempts to win a match by other means than fair saling and superior speed and skill should be prevented," &c. ? The yachtsman's motto, who is presumen to be a true, generous and liberal sportsman, should ever be "neither to play false nor yet to wrongly win," Mr. Ashbury, in his interview with your reporter, objects to the "course" of the New York Yacht Club as not being 'a fair arena to test the saling or weatherly qualities of the vessels composing the pleasure navy. That objection is well taken in regard to some of our own sea-going yachts. There is, undoubtedly, too much of the smooth water, land breezes and "cock-crowing" saling for our larger vessels. But why complain? "Honors are easy." It's as fair for him as for us. And, having beaten him over our iso to speak) "semi-inland" course, let the clubs he represents and the Royal Yacht Squadron abandon the Thannes measurement, cease to legislate against our type of vessel, where beam is preferred to ballast, recognizing our centre-board yachts as vessels worthy to compete for prizes in these waters, and there will be no difficulty whatever of arranging matters for the "Queen's Cup" or any number of cups, super, altum marre; and having convinced him then that our centre boards are seaworthy, weatherly and fast, we will take out the board, bolt on a keel, and satisfy him that the "beamy mode?" also makes the best sea-going vessel. In view of the possfole contingency that this "challenge cup" may pass from the custody of the New York Yacht Club, and in view also of the clearly expressed intention of its donners, that it should in all future time be fairly contested for, the club, as its voluntary custodians, are bound, as far as the deed of trust enables them to do so, by their present action to look to its future protection, and thus fulfil the Intention of the donners.

protection, and thus tunin the intention of the donors.

The New York Yacht Club, by adopting the alternative given them in the letter of donation, as to course or arena of contest, have done all that the deed of trust empowers them to do in the premises, and are fully justified, under all the circumstances of the case, in availing themselves of that alternative; and if the Livonia can whip us on our own course we'll "Aing up the squill gee," take our hummoeks on our backs and all together go and settle on the banks where the rivulets do flow.

YACHTSMAN.

AWFUL DEATH OF A DRUNKARD. While in a fit of drunkenness, on Monday evening, Thomas Ryan, a horse doctor living in the town of Greenburg, Westchester county, seized a bottle, which he supposed contained whiskey, and drank off a large portion of its contents. The wretched man was at once attacked with all the symptoms of violent noisoning, and died in terrible agony before violent noisoning, and died in terrible agony before the arrival of a physician, who had been sent for. The preparation which Ryan had se eagerly swallowed was subsequently found to be a strong solution of strychnine which he had made up for veterinary purposes. An inquest was held yes-terday by Coroner Smith, when a versicit was re-turned in accordance with the facts above stated. Deceased was about fifty years of age and leaves a family.

AN IRISH CONFEDERATION IN JERSEY CITY. A large meeting was neld last evening in St. John's

Hall, Jersey City, under the auspices of the Tem-perance Association, of which Mr. Thomas Duggan s president. General Thomas F. Burke was expected o deliver an address on the necessity of organization, but as that gentleman was seriously ill an address was delivered by Mr. Thomas Clarke Luby on the same subject. At the close of the address a club of the Irish Confederation was formed and a large number of those present stepped on the platform and argues the roll.

# JEROME PARK RACES.

Second Day of the Autumn

Fine Attendance-Ladies' Toilets.

FIVE CAPITAL CONTESTS.

Elsie the Winner of the Hunter Stakes, Inverary the Dessert Stakes, Preakness the Maturity Stake?, Abdel Koree the Mile-Heat Race and Poolseller the Handi-

cap Hurdle Race.

The terrible news from Chicago-which may be

called a national calamity-had a most depressing effect upon the races yesterday. Some of the best known members of the American Jockey Club were not present, and those who put in an appearance matters, particularly), in no state of mind to enjoy the magnificent weather, races and drive to the course. The club house was all but deserted, and the ladies (who depend to a great extent upon their liege lora's state of enjoyment) were in less num-bers than have ever been seen at the course. Occasionally a broker might be seen crossing the track from the club house to the grand stand, and on his face was expressed anything but enjoyment in the race. The awful calamity in the West was the absorbing topic, which neither the three-year-old filly of Withers, the two-year-old of Cameron, the mile heats, in which Hamburg's jockey was all but killed, and the inspiring hurdle race could club house about the dire disaster on the lakes than about horse racing or real enjoyment. The attend-Jerome Park yesterday hung a similar cloud to that which enveloped those shivering thousands on the banks of Lake Michigan at the same time. Yet the day was fine, the track all that could be desired and the racing interesting to the highest degree. The fail and as every theatre, without exception in this city, has suffered in attendance on account

ON THE CLUB HOUSE PLAZZA we observed the two energetic managers of the meeting, Judge A. C. Monson and Theodore Moss; Charley Moss, John Hunter, Leonard W. Jerome, William Butler Duncan, August Belmont, W. Constable, D. D. Withers. Carroll Livingston, Mr. Lowe, John T. Purdy, Mr. Van Buren, Daniel W. Adams, Wright Sanford, Mr. Taylor, Mr. Hatch, William Candidus, the celebrated tenor; Mr. Gunther, Mr. Cullock, Mr. Sarony, Professor Miller, Commodore Vanderbilt, and Mr. and Mrs. Petty. There is a blonde who has attended these races

races could not hope to escape with impunity.

Yet, notwithstanding this one insurmountable drawback, there were many present at the races who

for three years now, never missing one day. She sits in a corner of the plazza of the club house and her beauty is dazzling. The enamel of her face and neck, partially covered by a white veil with black spots, and the beuna around her eyes gives her ace an indescribable expression. Some charming brunettes were present yesterday, and the PREVAILING FASHIONS-

well, they deserve a line or two. One of the most singular mistakes that persons make in judging of fashion is in supposing that because one thing is fashionable others are not. Fashion was never so arbitrary but it could be adapted to comfort, and it was never less arbitrary than now. There is hardly a design, a material or a color that cannot be worn, provided it shows grace and fitness of purpose. There is a beautiful barmony just now between

warm, bright colors are in request; all the soft, ments than we have had for several years past There has been and is a great demand for French cashmere in fine cloth shades, which it is extremely difficult to supply; but the all-wool empress cloths

the colors, the fabrics and the season. All the

are beautiful, both in color and quality, and admirably supply the place. Rich silk and wool poplins are in high vogne for house dresses; but for fall and winter suits, for the polonaise, as fashionably worn during the interme diate season, and for winter outside garments, all-

of mixed silk and woollen goods. Of course, the velvet polonaise, amply and richly made and trimmed, is the most elegant and stylish garment of the season, but it is not the only one, and it is absolutely excluded from the mass of women by its cost, which is conside-

rably in advance of several past seasons. Those who cannot procure a velvet polonalse, however, may very well solace themselves with a nice warm cloth pelisse, made double-breasted if they choose, and with or without pelerine capes, which obviate the necessity for furs, save the indis-

Some very handsome silk polonaises have been

which obviate the necessity for furs, save the indispensable muff.

Some very handsome slik polonaises have been made and worn yesterday, trimmed with fringe and folis of the material. Cut long, with open sleeves and trimmed bodices, these handsome garmens make elegant overferesses, and with a demi-trained skirt of slik or popila complete a stylish dinner costume. Most lovely effects are produced with very simple means this season by a proper disposition of ince and tulle. Charming fichus of muslin op tulle, trimmed with white or white and black lace, are worn over plain, high-necked, demi-trained dresses, particularly black slik, with the best offect. Then, the open dresses, square or surplice shaped, are filled in with handkerchens of tulle, laid in folds, and showing to advantage the brilliant pendant, while the plair, high bodies are quite redeemed from strictness by wonderful collars of missy old lace. Lace can be turned to great Sacognt just now; it is the most desirable of possessions, and, we give a gratuitous hint to holiday investors and seekers after bridai treasures, the most welcome of gifts. Unique lace is greatly sought after, and if it is of exceptional design and fineness, brings a fabulous price.

Europeans, however, can hardly realize the exteat to which costly lace is worn in this country, and are shocked at the carriessness with which it is used and placed in the hands of ignorant servants. We saw yesterday a lace set which cost seventy-five dollars come out of the wash-tub (where it had been put for the first time all rags and tatters.

Bonnets have not much increased in size, but they are very quant and pretty, particularly the simple cottage bonnets in veiver, with tulle ruching inside and band under the chil.

The lyons vives such samples desired the small round and straight sear (vi).

The square veil has quite superseded the small round and straight sear (vi).

Among the tollets was one composed of narrow founders the windividual season to the wind the curious particularly the sample made and worn yesterday, trimmed with fringe and

lighthearted such times, and a look about will tell you of a thousand familiar faces kept away by this great calamity."

Notwithstanding the weather and the greater drawback, the grand stand was a goodly sight to look upon. Here were many of New York's fair faces—laces with thought and rection in every feature; ladies with searlet threaded lips and checks with blended suowy and roseate hues, the owners of which were all clad ir robes the triumph of the modiste's art. And amid all this wealth of feminine beauty and youth, this sea of fresh faces, there was the exhilarating enthaliasm, stimulated by the excitement of the momental it is difficult to write of the occasional nervousness, the feverish and excited state of the betting men, as noted around the pool stand as Jerome Park. Seemingly thousands are deposited in the box by the sporting fraternity with the same nonchalance as they would whisk off a champague cocktail; but again, there can be detected the restless and tremulous muscle when luck 'has gone agin them,' as the betting man unctuously expresses it. Yesterday there were the usual losses and winnings; but man, of the professionals sunk heavy sums on the second race—the Dessert Stakes, for two-year-olds, when the turf this year.

"By — I had \$2,000 on Hunter in that race, and who would have thought that I'd been skinned that way?" cried one.

"And I bet my bottom dollar on him, too, and."

the turf this year.

"By —! I had \$2,000 on Hunter in that race, and who would have thought that I'd been skinned that way?" cried one.

"And I bet my bottom dollar on him, too, and am broke," shouted another; and these expressions or similar ones were frequent.

A bright and modest jockey, John McClellan, was seriously hurt yesterday, and may not recover from his injuries. He was riding Hamburg in the mile heat race, and riding him well, too, as he always does, when the horse stumbled and poor Johnny was thrown over his head, and durkness and msensibility like a curtain dropped down upon his mind. A few minutes before the whole stand had been pleasant to look, upon, with its ribbons floating in the soft breezes, and the joy of the babbing throng. The five contestants had been sent away the second time by the genial and patient starter, Mr. Wheatly, and thy hands and deletious smiles told now happy the pink-tipped beauties were at the sight.

"Oh, Abdel Koree, win! win!" shouted more than one of soit cheeks and bright eyes, as the clippers dashed around the course like an arrow from a pow or the plunge of a civer.

"Heavens! what is that? Hamburg is down and there lies McClellan!" shouted a massive Kentuckian at the accuent; but the stand had seen it belore, and more than one lovely pair of eyes now filled with tears, and more than one heart achieves see the prostrate form and solied colors of the jockey on the track with the fallen horse on top of him. The racers were no longer thought of, and the careless darkies a no all else who gained admittance to the quarier stretch flew across the field to learn of the injured lad's condition. Tenderly had rough kands picked him on the bank by the side of the track, and a father's hands—as old Mr. McClellan was nearly the first at his boy's side—rubbed his cold limbs and bathed his forenead. An ugly gash was under his right eye, and the blood had trickled from this wound and spotted the orange sash so beautiful but a minute before, Beyond that there was no external show

#### THE RACING.

day, but not fast. The racing was all good. Five events were on the card, and they came off according to rote. The first was the Hunter Stakes, for filles three years old, one mile and three-quarters, for which but two started, and they made a race just good enough to what the appetites of the spec-tators for the sports that were to follow. The starters were Mr. Withers' brown filly Elsie, by Leamington, dam Bapta, and Grinstead & Bissick's chest-nat filly by War Dance, dam the dam of Optimist, Elsie was the favorite at long odds before the start,

The second race was the Dessert Stakes, a mile dash for-two-year olds, carrying 100 pounds. There time came to start but two put in an appearance. ton, dam Stolen Kisses, and Hunter & Travers' bay coit by Eclipse, dam Maud. The initer was the favorite before the start at 100 to 30. Mr. Cameron's nfly won the race by a head, after one of the most beautiful contests ever witnessed. The youngsters the inside one had in m king the turns of the course they would have been head and head all the time.

they would have been head and head all the time.

The third event was the Maturity Stakes, and for this there were seven starters, comprising Mr. Sanford's bay coit Preakness, by Lexington, dam Bay Leat; Mr. McGrath's bay filly Susan Ann. by Lexington, dam Roxana; Mr. Coffee's chestnut coit judge Durell, by Lexington, dam Laura: Mr. O'Donnell's bay coit Harie, by Australian, dam Brenna; Mr. Crouse's brown coit Chillicothe, by Lexington, dam Lalia; Mr. Toomas' gray coit Firebail, by Lightning, dam Bixie, and Mr. Swigert's bay coit Pigrim, by Lexington, dam imported Cairne Gorme. Preakness was the favorite in the pool saies the night before the race, but yesterday morning Firebail had the call in many instances. This horse having been brought from Kentucky especially to run this race, his backers had no doubt of his winning, and were greatly surprised when the other horses contending against him ran by him on the last mile. The excuse offered by his backers for making so poor a race was that he had been let up in his work on account of the heavy condition of the trace apparently very easily, and showed that he had again reached the racing form Park. Susan Ann was second and Judge bureli third.

The fourth race was mile heats between five good horses, for a purse. The entries were Colonel McDaniel's chestnut coit Abdel Korce, M. H. Sanford's bay mare Ningara, A. Belmont's bay coit Lord Byron, Mr. Swigert's chestnut coil Stockwood, and Mr. l'alge's bay coil Ham urg. Abdel Koree was a great lavorite and he won the race very cleverly. Hambung, in the second heat, leli after running a quarter of a mile, and rolling over on his jockey injured him very dangerously. We could not ascertain the cause of Hamburg's tail.

The fifth and last race of the day was a handicap hurdle race, which had seven starters. These were Mr. McDaniel's brown colt Poolseller, by Asteroid, dam Mars Carter; Joseph Donahue's chestnut gelding Tammany, by Hunter's Lexington, dam Lis Mardis; Major Greea's bay gelding Colone it, and A. Taylor's chest the third event was the Maturity Stakes, and for

jumping:—
THE FIRST RACE.
THE HENTER STAKES, for films three years old; \$300 entrance, half foriest, \$600 added. One mile and three-quarters.
D. D. Withers entered br. f. Elsie, by Leamington.

D. D. Withers entered br. f. Elsie, by Leamington, dam imp. Bapta.

Grinstead & Bussick entered ch. f. by War Dance, dam the dam of Optimist.

The, 31234.

THE BRITINO.

Withers' entry. \$2.5 250 42.3 30.5 600 900 Richards'. 45 65 135 80 180 250 Morris'. 40 40 105 out out out THE RACE.

Of the thirteen entries out two came to the post, Elsie and a War Dance filly. Elsie took the lead at the start, was never headed and won easily by two lengths in 31234. There was not a great deal of interest manifested in this race; just about enough to warm up the spectators for the coming events.

THE SECOND RACE.

THE DESERT STAKES, 5300 entrance, half forfeit, for two-year-olds, to carry 100 lbs. One mile.
R. W. Cameron entered br. f. Inversry, by Leamington, dam Stolen Kisses.

Hunter & Travers entered b. c., by Eclipse, dam